between different modes of transport was proposed as one of the major strategies for improving transport services.

(d) The seminar highlighted the financial viability of the railways in the face of deregulation, globalisation of trade and general reduction in financial support from the Government. The participants were exposed to new ideas which are being implemented in the other railway systems.

Announcement of schemes to assist Bhopal Gas Victims

5780. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Central Government had announced some schemes to help and assist Bhopal Gas victims;

(b) whether a 50 percent quota for employment was fixed for the gas victims in the Rail Coach Factory, Bhopal;

(c) whether it is also a fact that only 350 gas victims have so far been provided jobs in the factory;

(d) whether the full quota of 50 per cent fixed was not applied till now;

(e) what are the measures/steps being taken to fulfil the assurance of 50 per cent quota to be provided to the gas victims; and

(f) by when all the gas victims are likely to be provided jobs under the scheme?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : (a) and (b) 50% of vacancies in Group 'C' and 'D' against direct recruitment quota in Central Railway Carriage Repair Shop, Bhopal have been reserved for preferential appointment of the victims of Bhopal Gas Tragedy.

(c) to (e) The total direct recruitment in the Carriage Repair Shop, Bhopal has so far been 394; 50% of which works out to 197 against which 201 Gas Victims have been appointed and the quota of 50% has thus been filled up.

(f) The actual intake of the Gas Victims is dependent upon the total intake by way of direct recruitment. In order to continue the assistance to the Gas Victims, the currency of instructions for preferential appointment has been extended upto31-12-94.

News item regarding Global Reversion to railways

5781. SHRI RAMDAS AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to a news report published in the Hindustan Times dated the 18th April, 1994 capationed "Global reversion to railways" saying that more and more Government's are diverting funds away from building roads and airports and enhancing investment in rail transport which is providing an economic boon to the regions involved;

(b) whether according to the Report even though freight traffic on rails in India has grown five fold in the past four decades, trucking is increasing so fast that the share of goods moved by train is actually warning and saying "In 1950, railways carried 89 per cent of the freight whereas in 1992 it was down to 51 per cent";

(c) if so, the reasons therefor; and

(d) what steps Government of India propose to take or have taken so far in this regard keeping in view that India's rail passenger traffic and freight demand are expected to swell by more than 150 per cent during the ninety and in 21st century, if so, what is the likely investment in this field?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Yes, Sir.

(c) While rail traffic is more energy efficient, road traffic has inherent advantages. Short distance traffic is economically moved by road both for passenger and freight. The figures, therefore, do not indicate a correct picture unless the breakeven points have been calculated and studied in relation to rail and road traffic separately

(d) Efforts are being made to capture road traffic by adopting multimodal mode by popularising containerisation. A separate PSU, Container Corporation has been set up for this purpose. Important trunk routes on MG are taken up for gauge conversions to avoid transhipment bottleneck to provide better customer satisfaction and cut down delays in the process. 6000 Kms. of gauge conversion from MG/NG to BG have been targeted during the VIII Plan.

Giving Surplus railway land to public

5782. PROF. VIJAY KUMAR MALHOTRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a large part of land which was surplus to its immediate requirements has been given by the Railways to public for various commercial and non commercial purposes;

(b) if so, the details of such land given to public for commercial and non commercial purposes in Delhi, Calcutta, Bombay, Madras, Bangalore, Hyderabad, Kanpur and Nagpur, etc.;

(c) at what rate of licence fee or rent this land has been given and when ; and

(d) the amount of licence fee or rent that is outstanding against these people and the reasons for not recovering the same and the steps taken to recover the same ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (d) The information is being collected and will be laid on the Table of the Sabha.

हिमाचल प्रदेश में बनुपती, बिलासपुर और रामपुर रेल-लाइन का सर्वेक्षण

5783. **श्री महेश्वर सिंह** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हिमाचल प्रदेश में बनुपती, बिलासपुर और रामपुर बड़ी रेल लाइन के संबंध में कोई सर्वेक्षण किया गया है ;

(ख) क्या उक्त परियोजना के संबंध में "राईटस" कम्पनी द्वारा व्यावहारिता संबंधी रिपोर्ट प्रस्तुत कर दी गयी है;

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है ;

(घ) इस परियोजना के संबंध में निर्माण-कार्य के कब तक आरम्भ हो जाने की संभावना है ; और

(ङ) हिमाचल प्रदेश में उन अन्य छोटी रेल लाइनों के नाम क्या हैं जिन्हें बड़ी रेल लाइन में बदला जाना सरकार के विचाराधीन है और नंगल, तलवाड़ा बड़ी रेल लाइन के निर्माण कार्य के संबंध में अद्यतन स्थिति क्या है ?

रेल मंत्री (श्री सी० के० जाफर शरीफ) : (क) मूनपली–बिलासपुर–बेरो बड़ी नई लाइन के लिये यातायात सर्वेक्षण का काम 1994–95 के बजट में शामिल किया गया है और बजट पारित हो जाने के बाद इसे शुरू किया जायेगा।

(ख) जी, नहीं।

(ग) प्रश्न नहीं उठता।

(घ) यह सर्वेक्षण के परिणामों और संसाधनों की उपलब्धता पर निर्भर करेगा।